



Soaking it all in



Randolph firefighters hose down 2nd Lt. Timothy Sutphen, an exercise role player who was simulating exposure to chlorine, Aug. 26 near the security forces training building. Emergency responders practiced their ability to react to a hazardous material spill during the major accident response exercise conducted by the 12th Flying Training Wing exercise evaluation team. (Photo by Master Sgt. Lee Roberts)

Harmon Drive project nearing completion



A construction worker lays the road base on Harmon Drive in preparation for pouring the concrete topcoat. (Photo by Steve White)

By Jillian Speake
12th Flying Training Wing Public Affairs

With Harmon Drive south of New B Street, Washington Circle and all of the streets connected to the circle reopening, construction contractors are now directing their attention to the remaining areas of the Harmon Drive project.

The project is entering the second of three phases, which includes the completion of the pavement work from New B Street to FM 78, according to civil engineer officials.

Concrete pavement has been completed up to 1st Avenue and road base, compacted and stabilized materials that form the base for the finished pavement, is being prepared for the remaining roads, said Dwight Micklethwait, 12th Civil Engineer Division base project manager.

The vehicle inspection station, the visitor center and the guardhouse are being constructed concurrently with the Harmon Drive repair project.

The vehicle inspection station foundation was finished this week, as well as the visitor center walls, roof deck and underground utilities. The visitor center's air conditioning ductwork and irrigation system are currently being installed.

The steel frame for the guardhouse is also being erected, Mr. Micklethwait said.

Along with most drivers on base, members of the 12th Security Forces Squadron are looking forward to completion of the project, said Capt. Vanessa Hayes, 12th SFS operations flight commander.

"The new gatehouse will enhance our ability to safely and securely move traffic on and off the installation," Captain Hayes said. "This will certainly help alleviate the current traffic congestion and get us back to a normal traffic flow that we haven't had in about two years."

The gatehouse will also help provide security forces members some protection

See Project on page 4

12th Flying Training Wing Training Status												
Pilot Instructor Training <small>As of Monday</small>			Navigator, EWO Students				Wing Flying Hour Program					
			562nd FTS		563rd FTS		Aircraft	Required	Flown	Annual		
Squadron	Seniors	Overall	CSO/NFO		CSO		Graduate EWO	T-1A	11090.4	11173.6	12,034	
99th FTS	-2.0	-0.7	USAF	221	OPS	39	International	0	T-6A	15595.2	15929.5	17,290
558th FTS	2.9	-0.1	Navy	46	Advanced EW	22	EW Course	0	T-37B	8273.8	8249.3	8,444
559th FTS	-2.0	-0.8	International	3	Integration	26	Intro to EW	0	T-38C	9104.4	9113.9	10,204
560th FTS	-3.0	-1.0	Total in Training	270		87		0	T-43	3933.9	3952.0	4,293
Numbers reflect days ahead or behind for senior pilot instructor training class and an average for all PIT classes currently in training.			Numbers reflect students currently in training. The 562nd shows source of combat systems officer students. Air Force students include Air Force Reserve and Air National Guard. The 563rd indicates students in specific courses.					The required and flown numbers reflect hours flown between Oct. 1, 2004 to date. The annual numbers are total hours for fiscal year 2005.				

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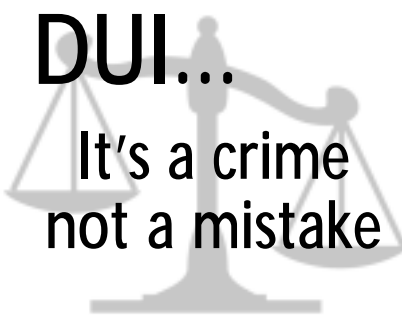
As of Monday, 67 Team
Randolph members are
deployed in support of
military operations
around the globe

Hurricane Katrina relief information – see page 3

**“PROTECT
YOUR
WINGMAN”
DUI...**

**It's a crime
not a mistake**

**Team Randolph's
last DUI was
July 16, 2005**



Commander's Action Line

Call 652-5149 or e-mail
randolph.actionline@randolph.af.mil




While our goal is to provide the best programs, products and services to our customers, there will be instances when people believe we could have served them better. In those cases, I ask the individual to first contact the responsible organization to allow the unit commander or manager an opportunity to ensure professional and impartial treatment.

When those officials are unable to provide satisfaction, the individual may contact me through the Action Line. I will ensure each Action Line call is looked into and a reply is given by telephone or in writing. I ask callers to include their name and telephone number so we may send a personal response.

Col. John Hesterman
12th Flying Training Wing commander

Agency Contact Numbers

12th FTW IG	652-2727
12th FTW Legal Office	652-6781
Base Exchange	674-8917
Civil Engineers	652-2401
Civilian Pay	652-6480
Commissary	652-5102
EEO Complaints	652-3749
Equal Opportunity	652-4376
FW&A Hotline	652-3665
Housing Maintenance	652-1856
Military Pay	652-1851
Randolph Clinic	652-2933
Safety Office	652-2224
Security Forces	652-5509
Services	652-5971
Sexual Assault	
Response Coordinator	652-8787
Straight Talk	652-7469
Transportation	652-4314



**Dedicated
June 20, 1930,
Randolph celebrates its
75th Anniversary in 2005**
Graphic by Michelle DeLeon

WINGSPREAD

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Articles may also be sent by e-mail to wingspread@randolph.af.mil or by fax at 652-5412 or base ext. 7-5412.

For more information about submissions, call 652-5760 or base ext. 7-5760.

By Lt. Col. Pete D'Amico
559th Flying Training Squadron
commander

Not too long ago, as part of my squadron's building renovation project, we commissioned a wall plaque emblazoned with the pictures of some of the most famous figures in Air Force history – people such as Henry "Hap" Arnold, Hoyt S. Vandenberg and Chuck Yeager, to name just a few. Their common link to the 559th Billy Goats is that all at one time in their careers had been instructor pilots. The plaque ponders the question: What will your contribution be?

When each of our pilot instructor training classes arrive, I stress to every instructor candidate that they hold the future of the Air Force in their hands ... what they teach and how they teach it provides the basic foundation for the future of Air Force aviation. As I walk down the hall and look at my squadron's heritage and the legacy left by others, I am reminded of one of our Air Force's core values – Excellence in all we do.

The search for excellence is like a great quest, one that



may never be fully realized but one that must be attempted nonetheless. It is a constant drive to improve ourselves, our unit and our mission, from the smallest process to the largest project, whether involved with the mission at home or deployed in support of operations around the globe. It is a commitment that does not accept the status quo, but constantly evaluates ways in which we can improve our mission, leaving behind a legacy for those who follow.

I am not suggesting change simply for change's sake. What I am suggesting is no matter what your job, no matter what we are tasked to do, we must always ask ourselves if there is a better, more efficient way we can do business. Paraphrasing Gen. Hal Hornburg, former commander of Air Combat Command, there are only two directions to move in life, forward or backward.

As I approach the upcoming operational readiness inspection, I am truly amazed at the positive changes I have seen in my corner of Team Randolph and am excited for the opportunity to show off where we have been, where we are now and where we are going.

What will your contribution be?

Reinforcing positive behaviors

By Lt. Col. Craig Christenson
71st Medical Operations Squadron
commander

VANCE AIR FORCE BASE, Okla. – A year and a half ago while living in Idaho, my wife and I went to a horse auction held by the Bureau of Land Management. This was one of those auctions where they sell wild mustangs that were recently rounded up from the desert.

Already owning two horses, we certainly didn't need a third. But good sense and reason don't always prevail. Before I knew it, I was going home to get the horse trailer so we could drive our new 6-month-old mustang home.

Training a young horse that was running wild and free without human contact can be challenging to say the least. A horse can easily learn undesirable behaviors, so training must be carefully thought out and done correctly to ensure a solid foundation for future learning is built.

The trainer must ensure both positive and negative reinforcements are used. However, one must not confuse positive and negative reinforcement with punishments and rewards. They are very different.

Positive or negative reinforcement is something that happens immediately during the training.

For example, when a horse puts his nose on an electric fence, he gets a negative reinforcement immediately. Alternatively, when you ask the horse to yield sideways with steady leg pressure and he responds even in the slightest, you release the pressure. This is positive reinforcement.

Rewards and punishments happen after the fact. An example of a reward would be giving the horse a couple of carrots after the training session is complete. The horse will certainly appreciate the carrots, but in the interim, he may have thought you didn't even notice he was doing a good job during the training session.

A punishment for a training session that did not go well could be returning the horse directly to his stall or leaving him tied to the hitching post longer than normal instead of turning him out into the pasture to eat grass after the training session. This will most likely upset him and will do little to reinforce positive learning.

Positive or negative reinforcement is doing less sooner instead of more later. This analogy of training a young horse can be directly applied to training in the military setting. Instead of a horse, it could be a young Airman or lieutenant at his or her first duty station, a staff sergeant or captain moving into a new role or even a senior NCO or field grade officer

increasing his or her span of responsibility.

Training in the military setting is continuous regardless of the experience level of the individual, and it is important to lay a good foundation when initiating new or continuing education.

But remember, training does not always occur in a classroom setting, nor is it limited to learning a set of skills. Many times training occurs continuously during the course of the day while a person is doing his or her job, or it could be reinforcing a set of desirable behaviors. A supervisor will find it much easier to obtain his or her training goals by using positive or negative reinforcement immediately as opposed to waiting for the next feedback session, which may be weeks or months away, to heap praise or to unload a string of negative comments.

Although this analogy may be over simplified, there are certainly lessons that can be learned from it. Rewards and punishments definitely have their place when used judiciously and correctly, but they should not be the primary motivator used to teach new skills or influence behaviors. Continuous and immediate reinforcement, be it positive or negative, will pay off much higher dividends in the long run.

Hurricane Katrina devastates Gulf Coast

Officials provide information for people who want to help relief efforts

By Michael Briggs
12th Flying Training Wing Public Affairs

"The vast majority of New Orleans, Louisiana, is under water. Tens of thousands of homes and businesses are beyond repair. A lot of the Mississippi Gulf Coast has been completely destroyed. Mobile is flooded. We are dealing with one of the worst natural disasters in our nation's history."

That statement by President George W. Bush Wednesday summarized the tragedy that befell much of the Gulf Coast in the southern United States after Hurricane Katrina made landfall earlier this week.

As of Thursday, an estimated 80,000 people were in shelters, some here in San Antonio, as they await word on when they can return home to rebuild their lives and homes. That wait could last months, according to officials in the Federal Emergency Management Agency, who said the initial recovery might last as many as 160 days.

As the Air Force mobilizes people and supplies to aid in the recovery and relief efforts, many people in the Randolph community may want to help or may

How To Help

-- **Donate cash:** Visit the Web at www.disasterhelp.gov for details, but ensure donations go to reputable charities and designate the donation as "hurricane relief."

-- **Volunteer:** Call or visit local relief agencies to see what you can do to help their hurricane recovery efforts.

-- **Give Blood:** A blood drive takes place today from 10 a.m. to 2 p.m. in the dental clinic conference room at the base clinic.

Info on the Web

www.disasterhelp.gov
www.redcross.org
www.afpc.randolph.af.mil

FSC Info Lines

(210) 652-5321
1-866-808-7515

need help as a result of being displaced. The family support center has stood up an information line at 652-5321 or 1-866-808-7515.

According to the president, the best form of help people can provide at the moment is cash donations.

"At this stage in the recovery efforts, it's important for those who want to contribute, to contribute cash," President Bush said in his statement Wednesday. "You can contribute cash to a charity of your choice, but make sure you designate that gift for hurricane relief. You can call 1-800-HELPNOW, or you can get on the Red Cross Web page, RedCross.org. The Red Cross needs our help. I urge our fellow citizens to contribute."

The government's Web site at www.disasterhelp.gov has a great deal of information about how people can offer assistance under the "How can I help?" link on the main page.

People can also donate their time to local relief agencies who are helping victims of the hurricane, FEMA officials said.

"In a disaster, the volunteer center in your community maintains a list of where volunteers are needed, by what agency, and handles all of the sign-up procedures. This is a coordinated process and allows everyone to serve," according to FEMA's Web site.

What people should not do, according to FEMA, is show up unannounced in the area devastated by the hurricane. This can hamper relief efforts and put more people in harm's way in an unstable situation.

Military members who want to volunteer for Air Force and Department of Defense relief operations should stand by at their home stations for taskings from the Air and Space Expeditionary Force Center at Langley Air Force Base, Va., and then volunteer to fill those taskings as they flow, said officials at Air Education and Training Command Public Affairs.

For Air Force information relating to Hurricane Katrina to include stop movement and entitlements, people can call the Air Force Personnel Center Personnel Readiness Center toll free at 1-800-435-9941.

"The folks on the Gulf Coast are going to need the help of this country for a long time," the president said. "This is going to be a difficult road. The challenges that we face on the ground are unprecedented. But there's no doubt in my mind we're going to succeed."

The American Red Cross urgently needs donations to help the victims of hurricane Katrina

Call 1-800-HELP-NOW
or visit www.redcross.org
(donations are tax deductible)

San Antonio Military Community Job Fair scheduled

By Jennifer Valentin
Wingspread staff writer

People who are transitioning from the military and are interested in making a career move can attend a job fair later this month.

The semi-annual San Antonio Military Community Job Fair is scheduled for Sept. 21 from 9:30 a.m. to 3 p.m. at the Live Oak Civic Center.

"We encourage those who are seeking employment to come out to the job fair and see the wide variety of jobs that are available," said Beth McKinley, family support center flight chief.

The fair is open to all transitioning active duty military members, family members, retirees, veterans and Department of Defense civilians.

"This is a great opportunity for people to talk with a number of employers who are looking for qualified people to fill challenging jobs," said Fae Simmons,

family support center transition program manager. "Employers attending the past job fairs have been very impressed with the wide variety of medical, professional and technical skills offered by our transitioning military."

There is no charge or entry requirement when attending the job fair. The job fair is sponsored by Randolph, Lackland and Fort Sam Houston transition assistance programs and career focus programs.

"It's a good idea to update your resume if you are looking or interested in more than one kind of job," Ms. Simmons said. "Your resume should focus on the skills and qualifications relevant to the position or positions you are interested in, and this may mean preparing more than one resume to bring."

The event features more than 100 public and private, local and national employers. A list of employers who will be attending the job fair is available at www.taonline.com/careerpages/careerfairs.asp#SA.

For more information, call 652-5321.

Preparing for a Job Fair

- Dress professionally and appropriately, as if you were going to a job interview
- Bring multiple copies of your resume
- Review the pamphlet handed out at the fair and organize your time by visiting the employers you are interested in first
- Have a few questions ready for each company you visit, since time at each booth is limited
- Many companies don't list all of their openings, so be sure to ask about any other possible openings

Followup

- One to two weeks after the fair, call or e-mail the recruiter at the companies that interest you to see where they are in the decision-making process
- Follow up with an appropriate thank-you note to the companies



Contractors erect the steel frame for the new gatehouse on Harmon Drive. (Photo by Steve White)

Project

Continued from Page 1

from the elements such as heat and rain, the captain added. In addition, Captain Hayes said the adjacent visitor reception center and vehicle inspection station will enhance security forces' ability to process guests and

commercial traffic. When the entire project is complete, the new gatehouse will be positioned about 200 feet farther into the base than the old gate entrance. The visitor's center and vehicle inspection station will be located outside the gate on the site of the old visitor center. The new gatehouse, visitor center and vehicle inspection station are scheduled to be complete by the

end of the year, ahead of the March 2006 contract completion date. "Closing the main gate and giving the contractor unrestricted access to the Harmon Drive construction site has been greatly beneficial in accelerating completion of the work," Mr. Mickelthwait said. Civil engineer officials are also anticipating the main gate and Harmon Drive will reopen in December.

Suicide prevention week observed

Workshop scheduled to help address needs

By Jennifer Valentin
Wingspread staff writer

Suicide claims the lives of more than 30,000 people every year in the United States. It claims about one million lives worldwide annually, which equates to one suicide every 40 seconds, according to the Suicide Prevention Action Network. National Suicide Prevention Week runs Sunday through Sept. 10. The theme this year is "Partnerships for Change: Advancing Suicide Prevention Services and Practice." The goal of Suicide Prevention Week is to highlight the problem of suicide and to promote awareness about suicide prevention for all ages.

Suicide is a serious public health problem that affects individuals, families and communities, according to the network. It is the 11th leading cause of death among Americans and the third leading cause of death among people ages 15 to 24, according

"Since suicidal behavior affects many others besides the person who harmed themselves, and often in dramatic ways, it is necessary that each one of us be alert to possible suicidal behavior in our co-workers, friends and relatives."

Chris Morrow
family support center
community readiness consultant

to the Centers for Disease Control and Prevention. Randolph's Integrated Delivery System offers a two-day workshop designed to help people understand and prevent suicide. This workshop, called Applied

Suicide Intervention Skills Training, is offered quarterly. The next ASIST workshop is Sept. 29-30 at the chapel center annex. "ASIST focuses on learning how to recognize signs for help, how to reach out and offer support, and how to apply suicide intervention techniques," said Chris Morrow, family support center community readiness consultant and IDS member. The program is open to all Randolph active duty members and Department of Defense employees. "Since suicidal behavior affects many others besides the person who harmed themselves, and often in dramatic ways, it is necessary that each one of us be alert to possible suicidal behavior in our co-workers, friends and relatives," Ms. Morrow said. For more information or to sign up for the workshop, call Pat Aguon at 652-1706 or e-mail her at pat.aguon@randolph.af.mil.

School district announces EO policy

The Randolph Field Independent School District, as required, released its Equal Opportunity policy this week. The district does not discriminate on the basis of race, color, national origin, sex, or handicap in its vocational programs, services, or activities as required by Title VI of the Civil Rights Act of 1964, as amended; Title IX of the Education Amendments of 1972, and Section 504 of the Rehabilitation Act of 1973, as amended. RFISD also provides a free, appropriate education to all students consisting of regular and special education and related aides and services in career and technology

education programs that are designed to meet individual educational needs of disabled persons as adequately as the needs of non-disabled persons are met and are based upon adherence to provisions set forth in 34 CFR 104.33-104.36; 34 CFR 104.31-104.40; (see also standards under V-C, V-D, V-E, V-F, V-G and V-H). The RFISD takes steps to assure lack of English language skills will not be a barrier to admission and participation in all of its educational and vocational programs. For more information about the rights and grievance procedures, contact the Title IX and Section 504 Coordinator, Dr. Barbara Maddox, at 357-2300.

NEWS BRIEFS

Board of Trustees opening
The commander of the 12th Mission Support Group is seeking volunteers to fill a vacancy on the Randolph Field Independent School District Board of Trustees. All applicants must be either a military member (enlisted or officer) or civilian, and must either reside or work on Randolph. All volunteers submitting applications will meet a nomination board. Three nominee's names will be presented to the Texas State Board of Education, which makes the final selection. An application form may be picked up at the 12th MSG commander's office in the Taj Mahal and turned in before Sept. 16. The selection panel is tentatively scheduled to meet Sept. 21-23. For more information, call Lt. Col. Jim Anderson at 652-1205.

Volunteers sought for AMIGOs
The American Members of International Good Will to Others is a Department of Defense program designed to help students at international military schools meet Americans and understand their culture. Volunteers are needed for regular contacts with foreign students and for weekend tours in the south Texas area. People who would like to volunteer to be an Amigo for students attending the Defense Language Institute on Lackland should contact DLI at 671-2168.

School physical examinations
Officials at the Randolph Clinic announced that sports program physical examinations are not offered again until May 2006. Required school physical exams can be arranged by appointment. Beneficiaries who still need sports program exams may contact a civilian provider, although these are not covered by TRICARE. For more details, call the TRICARE customer service line at 1-800-444-5445 or visit a local TRICARE service center.

Call center for appointments
The San Antonio Consult and Appointment Management Office officially opened Aug. 22. Patients looking for a primary care appointment at any of the military medical facilities in San Antonio should call 916-9900. The office finds specialty and referral appointments, including consults from the civilian network.

Randolph HS ACT scores high
Randolph High School students taking the American College Test exceeded state and national averages in all academic areas tested. Students taking the ACT averaged a composite score of 22.7 compared to a national average of 20.9.

Long Term Care plan briefing
The Family Support Center hosts a briefing on the Federal Long Term Care Insurance program Wednesday at 3:15 p.m. For more information about the program visit www.LTCFEDS.com.

RFISD payroll director honored
Linda Matusky, payroll director for the Randolph Field Independent School District, was elected to serve as vice president of the Alamo Area Association of School Business Officials.

Blood drive today
The Randolph blood drive takes place today from 10 a.m. to 2 p.m. in the Dental Clinic conference room, Bldg. 1040.

Randolph women win equality awards

By Jennifer Valentin
Wingspread staff writer

Two Team Randolph members were honored at a ceremony Friday. Diane DeLeon, Air Force Manpower Agency, and Staff Sgt. Elizabeth Villarreal, 12th Flying Training Wing public affairs, were recognized at a celebration held for Women's Equality Day honoring "Outstanding Hispanic Women Role Models."

The ceremony was hosted by Image de San Antonio, an organization that honors Hispanic women who have done outstanding volunteer and charity work within their community.

Ms. DeLeon is a writer and editor for AFMA and was nominated for her recognition by Mary Espiritu, the president of Image de San Antonio.

Ms. DeLeon said she feels honored



Diane DeLeon



Staff Sgt. Elizabeth Villarreal

to receive the award.

"I am grateful to be included with other outstanding role models, but I am awarded daily by those that I help," she added. "I think a good role model is someone who listens, advises, acts and basically is always there, giving others reassurance that someone does care."

Ms. DeLeon is heavily involved

within the community, her church and Randolph in various organizations.

"I can never say no to any cause, especially for the children, youth, elderly and anyone that needs assistance with education, employment and civil rights," Ms. DeLeon said.

Sergeant Villarreal is the NCO in charge of information management for the wing public affairs office. She was nominated for her recognition when she attended a League of United Latin American Citizens ceremony recently, where she was honored as a Latin American military member who served in Iraq.

Sergeant Villarreal said one of the reasons she joined the Air Force was

because of her dad, which makes being honored even more special.

"My dad would say that during World War II the phrase 'Good enough for the Government' was from the work that was being done on the aircraft assembly lines," Sergeant Villarreal said. "Americans were proud of doing their part for the war. It was a proud and patriotic America that had rallied together and wanted to provide a quality product."

The sergeant said people who work with and around her know that if they use this saying in a derogatory fashion while in her presence, they will hear the rendition of her dad's story every time.

"Interestingly enough, when I do recount this story, there is acknowledgment that 'Good enough for the Government' should be a mark of quality and pride," she said.

Dashing here and there?

Base policy prohibits leaving running car unattended

By Jennifer Valentin
Wingspread staff writer

Sometimes it is easier to leave the car idling to keep it cool when running to do a quick errand. Doing this on base is a violation, and it can cause trouble for the driver and others.

Stops like this frequently occur at

places on base where motorists are expecting a quick stop, like the ATM, post office, child day care or the bank, said Master Sgt. Richard Sherman, 12th Security Forces Squadron operations superintendent.

"This is dangerous for the driver and for people around the car," he said. "Cars could possibly slip into gear and roll into a building, other vehicles or even people and children."

This happens more in the summer months, because people do not want to wait for their cars to cool off again after they make a short stop, he added.

Violators could be issued a DD Form 1408, Armed Forces Traffic Ticket, for the violation, which carries a three-point assessment, said Sergeant Sherman. Violations are assigned points based on their severity. If a

driver has 12 or more points assessed in a 12-month time frame, their driving privileges can be suspended.

"It is a safer idea for people to park and turn off their cars when running an errand, no matter how short the errand will be," said Sergeant Sherman. "This keeps the risk of possible accidents down."

For more information on driving regulations, call 652-5700.

Prevent drowsy driving with safety tips

By Jennifer Valentin
Wingspread staff writer

As he drives home from another long day, the Airman tries his best to keep his eyes open and focused on the road. But as his eyes close slowly, and he almost veers into the next lane, he realizes he needs to pull over before he hurts himself or someone else.

Just like drugs or alcohol, sleepiness can slow reaction time, decrease awareness and impair judgment, according to the National Safety Council. And just like alcohol or drugs, it can end up being fatal when paired with driving.

"Keeping your eyes on the road is a definite must," said Staff Sgt. Jeff Linville, noncommissioned officer in charge of wing safety inspections and assessments. "At freeway speeds, a driver is traveling about 100 feet per second. They need to realize that they are only about three to five feet away from a guardrail or from other cars."

Those who have a high risk of falling asleep at the

wheel are night shift workers, people that drive a long way each day, those with unrecognized sleep disorders and those who take prescribed medications that have sedatives, according to the NSC.

To avoid drowsy driving, the NSC recommends people get an adequate amount of sleep and maintain a regular sleep schedule every night. When signs of fatigue show up, such as persistent yawning or eyes closing, the driver should get off of the road immediately.

"If you get tired while driving, you need to stop," Sergeant Linville said. "Take a nap in the car if you have to, but definitely stop and get some rest before driving any further."

Some people, however, ignore the warning signs and think that a simple breeze from outside or loud music will help keep them awake.

"When you're tired, there is nothing that can keep you awake for a long period of time," Sergeant Linville said. "Things such as caffeine, cold air, hot coffee or loud music don't have a long term effect with the ability to keep you awake."

When driving during long road trips, drivers should

How Sleepy Are You?

People who experience the following should stop driving and pull over to rest.

- You have trouble keeping your eyes open and focused
- You nod and can't keep your head up
- You daydream or have wandering thoughts
- You yawn a lot or need to rub your eyes
- You find yourself drifting out of your lane or tailgating
- You miss road signs or miss your turn
- You feel irritable, restless or impatient

(Information gathered from the AAA Foundation for Traffic Safety)

share the responsibility of driving with another person, according to the NSC, and the trip should start early in the day. Drivers should stop about every 100 miles or two hours to get out of the vehicle and stretch or walk around. This helps stop fatigue. Drivers should also avoid driving between midnight and 6 a.m.

For more information on preventing drowsy driving, call 652-1842 or visit www.nsc.org.

Paying respects



Col. Richard Clark, 12th Flying Training Wing vice commander, places a wreath at former President Lyndon B. Johnson's gravesite Aug. 27 at the Johnson's Ranch in honor of his 97th birthday. On behalf of President George Bush, the wing, as the closest military installation to the president's gravesite, conducts this ceremony annually on his birthday. Lady Bird Johnson and her two daughters, Lynda Johnson Robb and Luci Baines Johnson, attended the ceremony. (Photo by Joel Martinez)

Labor Day Hours

Airmen's Dining Facility
Brunch - 8 a.m. to 1 p.m.
Dinner - 4-6 p.m.

Bowling Center
1-9 p.m.

Canyon Lake
8 a.m. to 5 p.m.

Enlisted Club
No lunch buffet

Gil's Pub - noon to 8 p.m.

Cashier - noon to 8 p.m.

Fitness Center
9 a.m. to 5 p.m.

Golf Course
6 a.m. to Dusk

Center Pool
1-6 p.m.

• **CLOSED** •
Child Development Center and Annex
Family Child Care
Human Resources Office
Information, Tickets and Travel and Equipment Checkout
Library
Officers' Club
Skeet Range
Arts & Crafts
Auto Skills Center
Wood Skills Center
Veterinary Clinic
Youth Center

Housing residents reminded of lawn watering rules

By Jennifer Valentin
Wingspread staff writer

With little rain recently and the summer heat at its peak, housing residents may have questions about watering their lawns.

The 12th Civil Engineer Division would like to remind Randolph occupants about the guidelines they should follow when taking care of their grass.

Randolph, like most of Bexar County and the surrounding areas, receives almost all of its water from the Edwards Aquifer, said Kent Rohlof, water programs manager. The Edwards Aquifer is limited, however, because it will never get any bigger.

"But as the local area continues to grow, there will be demands for more water," Mr. Rohlof said. "Until we have alternatives in place, we have to use the full value of every drop of water we get from the Edwards Aquifer."

According to CE officials, Randolph personnel need to do everything possible to make sure the base can accommodate the mission, while still taking care of the basic water needs for daily living.

A good rule of thumb for watering lawns is to water as early as possible in the morning. Later during the day, more water evaporates and becomes lost. Watering late at night leaves the grass wet into the night, which may lead to fungal problems in the lawn.

According to the Randolph Water Management Plan, watering of lawns isn't allowed between 10 a.m. and 6 p.m. any time of the year. This is being enforced even more now since Randolph is currently above the first stage of water restrictions.

During severe dry spells, more watering restrictions are enforced. Since Randolph has its own water conservation program, what is heard about water restrictions on the news is not the same for the restrictions on base. For restrictions, see the chart accompanying this article.

When cutting lawns, CE officials suggest alternating the cutting height of the grass.

Grass, just as any living thing, adapts or dies. Alternating how much grass is cut each time, as long as the certain type of grass can handle it, forces the grass to grow an extensive and deeper root system. This helps the grass survive better during drought conditions.

With a lot of newcomers to the housing area on base, CE officials want to make sure to get the word out about watering. If people are familiar with the issues and policies, then the base is well on its way to using water conservatively.

"Randolph has an aggressive energy conservation program, and as housing residents, we need to do our part to support this cost-saving program," said Sonja Gonzalez, housing director. "Not only that, proper watering ensures a healthy and attractive lawn, which enhances our historical housing area."

Randolph
Water Management Plan

- Stage One**
Below 657.5 feet for five days – watering allowed two days per week from 6 p.m. to 10 a.m.
- Stage Two**
Below 647 feet for five days – watering allowed two days per week from 8 p.m. to 10 a.m.
- Stage Three**
Below 642 feet for five days – watering allowed one day per week from 8 p.m. to 8 a.m.
- Stage Four**
Below 640.5 feet for five days – watering allowed one day per week from 8 p.m. to 8 a.m.
- Stage Five**
Below 637 feet for five days – a special meeting is called with the civil engineer division at Air Education and Training Command

Randolph to showcase talent during upcoming show

By Jennifer Valentin
Wingspread staff writer

Everyone in the base community can see the singing, dancing and other talents of Randolph families on display at the Family and Teen Talent Show Sept. 10 from 6:30-10:30 p.m. in the youth center gym.

"The show is an excellent way for families and kids to get together to show their talents because parents can help their children develop an appreciation for the arts," said Chris Fussell, youth center assistant director.

The categories are: parent and youth category, children's category, pre-teen category, teen category and teen non-vocalist category. At least three participants will be participating in each category during this year's competition.

"Singing, dancing, piano and violin performances will be the highlight of this year's show," Ms. Fussell said. "I encourage people to come and see the show because it supports our youth who are participating."

The winners of each of the categories, in addition to the first place prize of \$100, will have a tape of their performance sent to compete in the Air Force level talent show competition.

"If the winners are chosen as the first place winner at the Air Force level, they will be invited to perform with Tops In Blue when the team visits Randolph," Ms. Fussell said.

Admission is \$2 or \$1 with a youth center membership. This year's proceeds will benefit the youth center's Torch and W.I.R.E.D. leadership pre-teen and teen clubs.

For more information, call 652-2088.

12th Operations Support Squadron



UNIT SHIELD

The 12th Operations Squadron is known as the Raging Raptors. Their shield was adopted July 10, 1972, soon after the squadron was reactivated here. The circle of golden yellow represents the sun and excellence of performance. The ultramarine blue background represents the sky, the primary theater of Air Force operations. The wisdom of the owl is represented in uniting the torch and star, while the owl itself represents the students of the 12th Operations Group who gain the knowledge taught in the Randolph schoolhouse. The two lightning bolts are carried forward from shield of the 3527th Student Squadron, a predecessor unit, and represent the dual functions of academic and officer training. The black of the owl figure represents infinite knowledge and space, the Air Force's next frontier.

UNIT HISTORY

The 12th Airdrome Squadron was activated Jan. 7, 1943, at Greenville Army Air Base, S.C. and six months later was deployed to the French territory of New Caledonia, a group of islands in the South Pacific, 750 miles east of Australia.

An airdrome squadron was responsible for all the support tasks required to keep flying squadrons ready for action. They were the aircraft and vehicle maintenance people who kept everything rolling, the engineers who repaired the runways and buildings, the armorers who loaded bombs on the planes, the radio operators who tried to maintain contact with the mission aircraft, the supply clerks who kept track of parts for airplanes and tents for shelter, the cooks and bakers who fed the troops and they manned the anti-aircraft guns when the enemy attacked.

At Noumea, their base in New Caledonia, the 12th AS supported squadrons of P-38 fighters and B-25 medium bombers. These units, the 339th Fighter Squadron and the 42nd Bomb Group, were part of the force that kept a pressure on the Japanese occupying the Solomon Islands. In February 1944, while allied forces rolled up the Japanese forces in an island hopping campaign, the 12th AS moved on to Stirling Island, 850 miles to the northwest. From there, the squadrons were involved in the efforts to seek and destroy the enemy naval forces and neutralize the remaining Japanese at Rabaul and on Bougainville Island.

Six months later, the 12th AS moved to Sansapor, on the western tip of Dutch New Guinea, where they had a hand in carving a base out of the wild jungle. This was the closest base to the southwestern Philippine islands and served as the jumping off point for many of the missions that prepared the way for the liberation of the Philippines.

In March 1945, the squadron moved again, this time to Palawan Island in the western Philippines, where they stayed until the end of the war in the Pacific. After the war, they relocated five times to bases in Guam and Japan before they were deactivated on Aug. 20, 1948. The squadron was activated again on May 1, 1972, as the 12th Operations Support Squadron when the 12th Flying Training Wing stood up here.

12th OSS: Mastering many skills to launch the missions

This article is the eighth (and last) in a series profiling Randolph Operations Group Squadrons

By Bob Hieronymus
Wingspread staff writer

While the mission of the 12th Flying Training Wing is to train instructor pilots and combat systems officers, the mission of the 12th Operations Support Squadron is to create the best possible environment in which that training takes place.

The squadron consists of six flights, each with unique functional responsibilities. They are, in the order in which a new trainee might have contact with them, the Aviation Resource Management Flight, the Ground Training Flight, the Current Operations Flight, the Weather Flight, the Airfield Operations Flight and the Intelligence Flight.

The all-civilian Aviation Resource Management Flight is the keeper of aviation-related personnel records and is responsible for documenting aviation orders and aviation-related pay entitlements for all people assigned here.

The Ground Training Flight is responsible for operating the bookstore that provides aviation-related training materials. This bookstore is the largest in Air Education and Training Command because it handles the requisition, stocking and issuing of training documents for AETC and 19th Air Force active flyers, and for instructors and students in the pilot instructor training, combat systems officer and advanced instrument school programs.

The Ground Training Flight also manages the contracts and work of more than 150 contractor personnel from seven companies who operate and maintain the various simulators used here for flying training.

The Current Operations Flight manages the wing's \$22 million flying hour program, allocating and tracking flying hours and scheduling aircraft to keep the wing on target for each fiscal year's funding authorizations. With more than 31,000 sorties flying 52,000 hours programmed, this is a significant management challenge, said Capt. James Thompson, flight commander.

This flight is also responsible for all the life support equipment including ejection seats, parachutes, survival kits, helmets, oxygen masks and other personal flight equipment.

A third function performed by the flight is airspace management. The airspace used for training flights does not belong to the base, but rather some 20 different agencies are



Brice Alexander, 12th Operations Support Squadron life support equipment specialist, inspects equipment included in the emergency pack of the T-38 aircraft. (Photos by Steve White)

involved in managing use of that space. The flight maintains letters of agreement with those agencies and also manages 15 low-level training routes used by Randolph aircrews for training missions.

The Weather Flight is responsible for ensuring the aircrews have the latest information about local and en route weather conditions. Members use computer displays from satellites and observations of the National Oceanographic and Atmospheric Agency along with the 26th Operational Weather Squadron at Barksdale Air Force Base, La., to determine local and regional weather conditions.

"Staying ahead of fast changing weather conditions poses interesting challenges," said Capt. Wendy Seaman, Weather Flight commander. "Safety in hazardous weather conditions is our first assignment, for the benefit of flyers and all the people on the base."

The next flight an aircrew works with is the Airfield Operations Flight. It is the focal point for the management of services provided by base operations, air traffic control tower and terminal instrument procedures specialists.

The airfield management people at base operations file more than 11,000 flight plans per month with the National Airspace System for aircraft leaving the base and closing flight plans for arriving aircraft. They maintain a flight planning room with information about airspace conditions, ensure distinguished visitors are welcomed to the base, and conduct daily airfield inspections to ensure the runways, taxiways and ramps are safe for air operations.

The air traffic controllers are in the final phase of conversion to an all-civilian staff, but the requirements for employment are designed so that only experienced controllers are hired. Randolph is the only Air Force installation with two parallel active runways and two control towers, so there are situations that can arise here that are unique for military controllers. In addition, these controllers monitor air traffic at Seguin Airfield, Randolph's auxiliary field where the T-38 aircraft perform many of their training missions.

The terminal instrument procedures specialists are responsible for developing and maintaining the instrument procedures that support air operations on the base. Among other tasks, this requires coordination with many local civilian entities in order to monitor construction that could potentially affect flight operations on the base.

The seven-member Intelligence Flight of the 12th OSS provides real-world intelligence to the wing and tenant units and specialized intelligence briefings to all deploying personnel and to all base units by request.

The flight also supports the intelligence-related lessons taught in the CSO training program here and supports national-level exercises and professional development courses at Goodfellow AFB, Texas.



Ben Stagg, a Lear Siegler Incorporated contractor, works the control console for a student flying a training mission in a T-38 simulator.

Col. Ralph Parr: A fighter pilot's fighter pilot

A veteran of three wars with 641 combat missions, an Air Force Cross and 10 DFCs

By Bob Hieronymus
Wingspread staff writer

In the book "Army Flier," Gen. Ira Eaker wrote "The fighter pilot is a throw-back to the knights of King Arthur. His safety, his success, his survival lie in his own keen eyes, steady arm and stout heart."

This is the story of one fighter pilot who embodies that description.

"I was 5 years old when my dad, who was a Navy pilot in Manila, strapped me on his lap in an observation plane. When we were airborne he told me to grab hold of the stick and I 'flew' that plane for a few minutes. I was hooked. All I wanted to do from then on was fly."

Col. Ralph Parr told the story with a chuckle, the way he's told it a thousand times. At 81 years of age, he has lots of stories to tell and he enjoys the retelling. His eyes sparkle as he talks about flying his favorite airplanes, the P-38, F-86 and F-4, although he has flown many others along the way.

Among his many assignments, Colonel Parr was commander of the 12th Tactical Fighter Wing in Vietnam, before the wing relocated here in 1972.

His military flying stories begin in 1942 when he finished high school and signed up for aviation cadet training. He pinned on his second lieutenant bars and wings in February 1944 at the age of 19 and landed a slot in a P-38 squadron. He didn't get into a combat unit until the last two months of the war in the Pacific. The Japanese Air Force was pretty well done in by then, he said, but he did fly over both Hiroshima and Nagasaki while they were still smoking from the atomic bombs.

He recalled one mission in his P-38 when a leak in the carburetor of one engine was siphoning gas out into the slipstream. He was losing fuel fast but he had to keep up with his flight or wing it alone across hundreds of miles of open ocean and possibly ditch the aircraft at sea. He tried some unusual engine manifold pressure and throttle adjustments Charles Lindbergh had described in a conversation with him a couple months before and managed to keep up with his flight.

As he approached his home base, the tower told him to go around again because some transport aircraft were in the pattern.

"I told the tower to clear them out of the way," he said. "I'm coming straight in!" He rolled onto the parking ramp with only five gallons left in his fuel tanks. Afterward he shared his fuel tricks with his squadron and the technique became a standard operating procedure.

He flew P-47 Thunderbolt fighters after the war with a Reserve outfit while attending American University in Washington, but requested an active duty position again shortly before the Korean War broke out. He flew the F-80, the new jet that was just coming into the inventory then.

In November 1950, he was working on the ground as a forward air controller with the Marines when the Chinese army smashed through the American lines. He and five other FACs raced back from the front in their Jeeps but he was close enough to watch as the Chinese captured two of his fellow FACs and executed them on the spot.

Two years later, he returned to Korea flying the F-86 Sabrejet. On June 30, 1953, he was in a flight of four F-86s near the Yalu River looking for enemy MiGs. The flight was at 41,000 feet when Captain Parr caught a glimpse of something shiny, moving fast, far below. His flight commander told him to go check it out. Pointing the nose down, he went to investigate.

Pulling out of the dive with the G-meter pegged at over nine Gs, he found himself at 300 feet on the tails of two MiG 15s. He noticed two more MiGs close by and then another four, and then another eight not far away. He had a whole squadron of 16 MiGs to himself. "Oh well, I'd best splash their leader and the others will scatter," he said, relishing the story once more.

"I threw out the boards (speed brakes) to bleed off some speed and rolled inverted to lose some more, but I still was overtaking him. I found myself upside down, right above him. My canopy was within a few

feet of his canopy." His hands turned and twisted to "fly" the aircraft again as he told the story.

"We looked at each other for a second, then he tried to speed up to get away. I rolled in behind him – couldn't have been more than 10 feet away when I hit the trigger of my six .50-caliber guns. I chased him all around from 100 to 500 feet above the terrain. Pulling so many Gs made my gun sight circuit blow a fuse so I had to guess at my aiming. I could see my bullets hit him every time I pulled the trigger and finally the fifth time he lit up. The flames almost scorched my canopy, we were so close. Then I jumped his wingman and sent him down, too."

"I was working on my third MiG when my flight commander called for help. He had ingested debris from a MiG he had shot up and his engine flamed out. By that time the rest of my MIGs had scattered so I went up to cover my commander and stayed with him until he had a restart and we went home."

"I could see my bullets hit him every time I pulled the trigger and finally the fifth time he lit up. The flames almost scorched my canopy, we were so close. Then I jumped his wingman and sent him down, too."

Col. Ralph Parr
retired Air Force fighter pilot

Captain Parr's gun camera photos confirmed two kills that day and a third probable. That episode earned him a Distinguished Flying Cross. He shot down nine MiG 15s and one Il-2 transport aircraft in 30 missions during the last seven weeks of the war, earning double ace status. The transport aircraft event caused something of an international stir because some Russian officials were on board. It was later determined the transport was the last enemy aircraft to be shot down before the armistice took effect, Colonel Parr said.

In 1967, Colonel Parr was assigned to the 12th TFW at Cam Rahn Air Base in South Vietnam as deputy for operations. He flew 226 combat missions during his 12-month tour. One of those missions stands out from the rest.

On May 16, 1968, he was escorting C-130s that were trying to deliver supplies to the Khe Sahn Marine base. A forward air controller called for immediate help because a major North Vietnamese force was about to overrun the base.

"The FAC directed us to two NVA mortars that were no more than a hundred meters from the Marine's defensive positions. I couldn't identify them so I asked the FAC to mark the targets," he said. "He rolled his O-2 in and tossed a smoke grenade out the window. I laid a napalm can right on the smoke and finished off one mortar crew and the FAC told me where to find the second mortar. Another pass and another napalm can took care of that one."

"Then the whole hillside lit up as six 14.5-mm, four-barreled anti-aircraft guns opened up on me," he said with the tension still showing in his voice. "They were evidently trying to stay hidden until the C-130s arrived to resupply the Marines."



Col. Ralph Parr

He made six passes into the teeth of the AAA using his 20-mm Gattling gun, even though the Marines on the ground radioed him to clear out for his own safety. Because of the terrain, every pass had to be made on the same heading, meaning the enemy knew exactly where he would be.

"I saw the bullets coming at us," the Colonel said, "but I knew the Marines desperately needed the ammo on those C-130s. The hillside looked like it was covered with ants as the NVA soldiers lay down on their backs to fire their rifles at us. Some of them were even firing down at us because we were so low in the valley. That F-4 could take a lot of punishment."

"The maintenance people later counted 27 holes in his airplane, one large enough for the Colonel to put his head and shoulders into.

After making two napalm and six strafing passes, Colonel Parr stayed on the scene to show his wingman where to lay his 500-pound iron bombs effectively. The official after-action report stated there were five AAA guns and two mortars destroyed and 86 enemy troops killed by air. The C-130s were then able to off load the needed supplies. For his part in the action, Colonel Parr received the Air Force Cross, the second highest decoration, one step away from the Medal of Honor.

Two years after that tour of duty, Colonel Parr was back with the 12th TFW, this time as wing commander, and flew another 201 combat missions.

He retired after 34 years of active duty with an unmatched record of one Distinguished Service Cross and one Air Force Cross – the only person to win both awards – 10 Distinguished Flying Crosses and 41 Air Medals. He holds some 60 U.S. and foreign decorations, more than any other Air Force officer. Except for a two-year tour as head of the officer assignments section at the Air Force Personnel Center here, his duties were all in cockpit related assignments where he accumulated more than 8,000 flying hours. He lives now in New Braunfels, Texas, with his wife Margaret and is a regular visitor to the base.

When asked how it felt to get so close to his enemy, he smiled and said "You can't shoot 'em down if you don't mix it up with 'em."



Capt. Ralph Parr in the cockpit of an F-86 like the one he flew in Korea when he achieved double ace status in only seven weeks. (Courtesy photo)

Caught off guard

Randolph Ro-Hawk Aaron Applewhite, pulls in a one-handed catch during first-quarter action Aug. 25 in a junior varsity road game against the Nixon Mustangs. The Ro-Hawks couldn't generate any offense early on and went in at halftime trailing 8-0. A different Ro-Hawks team emerged in the second half as Applewhite scored three touchdowns en route to a 29-16 win. (Photo by Master Sgt. Lee Roberts)



Not just for kicks

Kickboxing class combines many workout aspects, provides overall conditioning

By Jennifer Valentin
Wingspread staff writer

Kick your way to a healthy heart by joining other Randolph members at the fitness center for a different type of aerobic workout.

The Randolph Fitness Center is offering kickboxing classes, taught by experienced instructors, five days per week.

"I've been teaching kickboxing for almost six years," said Claudia Sanchez, class instructor. "It's a great way to exercise, focusing on the cardiovascular area."

Kickboxing is a form of aerobic exercise that combines elements of boxing, martial arts and aerobics, to provide overall physical conditioning and toning, Ms. Sanchez said. The kickboxing form taught in the base classes doesn't involve physical contact.

"Besides cardiovascular conditioning, and burning about 450 calories per hour, kickboxing reduces and relieves stress, and improves balance, flexibility,

coordination and endurance," Ms. Sanchez said.

The fitness center's class is for all levels to participate in, whether people are just beginning or are experienced kickboxers. The instructor shows modifications and monitors the participants.

Everyone is welcome to attend the class, as long as they keep their exercise at their own level and don't try to do more than they can handle, Ms. Sanchez said.

"Kickboxing is not quite as high impact as step aerobics, and the movements tend to be more masculine, making it a popular choice for men who have never taken an aerobics class," said Patrick Fay, fitness programs manager. "Mimicking the fighting moves is a fun way to work out."

The kickboxing classes are offered in the aerobics room in Hangar 70 Mondays and Wednesdays at noon, Tuesdays and Thursdays at 5:45 p.m., and Saturdays at 9 a.m. About 20-25 participants can take the class. The kickboxing class is open to active duty members, retirees and dependents ages 14 years and older.

For more information, call 652-4311.



A kickboxing class recently held at the aerobics room in the fitness center draws many participants. (Photo by Steve White)

Fitness center now offers belly dancing classes

By Jennifer Valentin
Wingspread staff writer

People interested in trying something new while improving overall fitness can come to the fitness center and learn how to belly dance.

Classes start Sept. 6 and are offered Tuesdays from 7-8 p.m. at the fitness center in Hangar 70.

"Belly dancing helps students realize that they have many muscles in their torso area and helps them learn to use them," said Karen Adkisson, the class instructor.

In most Western dance forms, the concentration is on the movement of the

limbs. In belly dancing, the majority of the focus is on the hips, rib cage and shoulders, Ms. Adkisson said. Because of this, a lot of time is spent isolating certain body parts, such as moving the hips without moving the shoulders or moving the ribs without moving the hips.

"Belly dancing allows students to get in touch with their bodies," Ms. Adkisson said. "Many of the gains are mental, and just knowing that you have so many muscles that you can use is an accomplishment."

Once the basic skills of the dance are developed, the dance steps are a great exercise for the midsection, she added. In some of the more energetic

movements, which are introduced in the class, the workout can become aerobic as well.

"The class is for anyone who wants to attend, from women to men, and young to old," Ms. Adkisson said. "The class is geared more toward beginners, but experienced belly dancers are welcome to attend."

Belly dancing is a good form of exercise because the movements are so different from what most people do in their daily lives or even in their daily exercise routines, Ms. Adkisson added.

"With the enchanting music, students realize the movements they are capable of doing," she said. "It is eye-opening and fun!"

Ms. Adkisson has been teaching for 20 years and has enjoyed belly dancing since she was 10 years old. She owns a studio in San Antonio called Karavan Studio.

"Belly dancing is fun and will help improve your body composition and posture, increase your well-being and boost your spirits," said Brigitta Bruehl, director of fitness and sports. "I recommend those who are interested to come out to the fitness center and give it a try."

Classes are open only to those who would like to participate. Spectators are not allowed.

For more information on the classes, call 652-4311.

SPORTS BRIEFS

Labor Day golf tournament

A Labor Day Tournament takes place Monday at the golf course. Tee times are 7-9 a.m. Entry fee is \$10. For more information, call 652-4570.

Valero Texas Open tickets

Free tickets to the Valero Texas Open Golf Tournament, Sept. 19-25, are available starting Tuesday at the Information, Tickets and Travel office. If interested in volunteering for the event, register online at www.golfsanantonio.org.

Men's volleyball tryouts

Tryouts for the 2006 Randolph Varsity Men's Volleyball team are Tuesday at 5:30 p.m. at the fitness center annex. For details, call Robert Reed at 652-3657

Military Athlete of the Year

The Headquarters Air Force Services Agency is accepting nominations for the 2006 Military Athlete of the Year. Call Rikk Prado at 652-2955 for details. Applications are due on or before Sept. 12.

Freedom 5K run and walk

The fitness center holds a 5-kilometer run and walk in remembrance of 9/11 Sept. 12 at 9 a.m. at Eberle Park. T-shirts will be given to the first 150 participants.

Golf tournament

The San Antonio Chapter of the National Defense Transportation Association hosts its annual scholarship tournament Sept. 30. For details, call Rufus Reed at 652-3388.